



AEROSPACE TECHNOLOGIES – PRODUCT INTEGRITY

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NTSB REFERENCE: CEN23FA084

Summary of the data download from a KMH 820 unit from a Piper PA-46, registration N963MA, accident in Yoakum, TX on January 17, 2023.

The Bendix/King KMH-820 Enhanced Ground Proximity Warning System (EGPWS) is a small, lightweight computer that can be installed in most single and multi-engine piston aircraft, small turboprop aircraft, and other aircraft in which a Terrain Avoidance & Warning System is applicable.

The last recorded Flight Leg, 1103, took off from KMEM (Memphis, TN) at an operating time of 2085:50:54 hours.

From the warning history, the EGPWS recording began at 2088:28:20 hours with the aircraft in level flight, approximately 600 ft AGL, and at a position of N29.29591 W97.1199. The aircraft then began a climbing right turn to approximately 1000 ft AGL, then began descending while increasing the angle of the right turn.

At an operating time of approximately 2088:38:40 hours, a Mode 1 “Sinkrate” caution alert occurred. At the time of the caution, the aircraft was at an altitude of approximately 725 ft AGL, descending at over 3000 ft/min, and banking right at over 45 degrees.

Within 10 seconds following the caution alert, the aircraft reduced the right hand turn and began climbing at over 5000 ft/min while the ground speed reduced to below 30 knots.

Over the next 8 seconds, the aircraft began a left banking descent of almost 7000 ft/min. At approximately 850 ft AGL and with a ground speed of 35 knots, the EGPWS issued a Mode 1 “Pull Up” warning alert at 2088:38:58 hours. The recording ends 9 seconds after the warning alert at 2088:39:07 hours, with the aircraft in a slight left turn, descending at over 3000 ft/min, and with a ground speed of approximately 80 knots.